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HONGKONG, THURSDAY, SEPTEMBER 25, 1913.

中華民國二年九月二十五日

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During the captivity of Napoleon on St. Helena the British Government, under the influence of a sudden access of precautionary zeal, sent a company of soldiers from the Cape to occupy the island of Tristan d'Acunha. They were recalled before the death of the Emperor, and all of them hailed with joy the end of their desolate exile, all with the exception of a certain Corporal Glass whose time had expired. "No asked," says the "Journal des Debats," "for leave to stay. His example influenced another married soldier, and their two households proceeded to form a colony on this last outpost of civilization."

In 1893 the Galatia, with the Duke of Edinburgh on board, anchored off the island and was visited by the descendants of the soldiers, one of whom, a son of Glass, told the officers of the Galatia a queer story.

When the English detachment from the Cape reached the island they found a strange solitary being, a real Titan of Athens, who seemed much annoyed at having his solitude disturbed, and studiously hid himself. A watch was kept, and he was seen on night apparently carrying a heavy load. Two or three times afterwards he was noticed at the same job, and he always disappeared when he felt that his movements were perceived.

MURDER FOR GOLD.

One soldier, who was cleverer than the others, discovered the cave in which he lived. It was furnished with the debris of a shipwreck. Amongst other things, there was a lot of Spanish dollars. At first the occupant of the cave tried to escape, but gradually he was humoured into sociability, and then declared himself to be Thomas Corri, an Italian, who was the only survivor of a shipwreck. Day by day more and more of his history came out, until the questioners got on the track of a battle between pirates, and the murder by this man of his surviving comrades in order to get sole possession of a hoard of treasure. This he began to hide when the Galatia arrived. He was just about to reveal the hiding place when—truth proving once more stranger than fiction—he suddenly succumbed to a ruptured aneurism, and with him died the secret of his hoard. Try as they might, and they had plenty of time, Corporal Glass and his friends could never penetrate the secret.

SILVER AS A DOWN.

There was another similar case in Peru. About 1600 a Spaniard, named Jose Salcedo, fell in love with an Indian girl. He proceeded to do a thing almost unheard of in those times: he married her. Out of gratitude, her mother revealed to him a vein of silver of unexampled richness. He worked it, and drew from it considerable wealth—too much for his happiness, for his opulence excited the cupidity of the viceroys, Count Lemos, who had him strangled with high treason, the penalty for which was death and the confiscation of all worldly goods. It was in vain that Salcedo demanded permission to appeal to Madrid, and offered to pay two ingots of silver daily during the fifteen months that must elapse before a reply was returned. The Count refused, and hung him in 1603.

But the butcher got small good out of it. The Indians, intent on avenging their friend, destroyed the works at the mine, filled it with water, and concealed the entrance so cleverly that it could never be discovered. Neither promises nor threats could extract their secret, which remains so to this very day.

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THE AISGILL RAILWAY DISASTER.

(Continued from page 4.)

could be. The whistle screamed with an eerie monotony for several seconds, and the guard ran back along the line waving his lamp, but it was all to no effect. On came the second train at a high rate of speed. "My God, they are into us!" groaned an attendant in one of the coaches, and the collision, with all its horrors of death and mutilation, had taken place. Others will determine the responsibility for the accident. It is clear that the second engine ought not to have been in the section until the first had left it. Sutherland, a signalman in charge of the Mallerstang box, says that the signals were against the second train, as he had received no signal from Aisgill of the passing of the first. He was astonished, therefore, to see the second train enter his cabin at full speed. He was helpless to avert the catastrophe which he feared was imminent, and he strained his ears for three minutes, which must have seemed a lifetime, until he thought he heard in the black stillness of the night the sound of a collision. The impact between the express and the stationary train was terrible, and yet so stoutly built were the coaches that only three—two of the first train and one of the second—were seriously damaged. These three, however, were virtually wrecked, and it was in these that the dead and injured were found.

BURNING COACHES.

The spectacle a moment after the collision was a fearful one. The first coach of the second train had mounted on top of the tender of the first. The engine had forced itself into the frame of the last coach of the first train, and this coach had in its turn been partially telescoped into the coach in front of it. The remainder of the coaches of the two trains, with the first engine, were practically undamaged. The second engine, too, sustained no vital damage, and it was eventually found possible to drive it away on its own wheels, but it was so situated, partially enclosed by two coaches, immediately after the accident that it was next to impossible to put its fire out. Then, when the uninjured passengers were recovering from the shock of the collision and beginning the work of rescue, flames were seen to shoot up from the wreckage. Some of the awful scenes that were witnessed in the burning coaches must be left to the reader's imagination. It is not known, it probably never will be known, whether any person was actually burnt to death. It is possible that the dead, who now lie charred beyond recognition in an improvised mortuary at Kirkby Stephen, had been killed outright by the violence of the collision. The rescue parties, however, told terrible stories of frantic effort and heroic endeavour to reach the flames.

LACK OF WATER.

When the Christmas Eve tragedy occurred it was the first that made the most horrid chapter in the ghastly tale. The train was burnt from end to end, and I saw the coaches smouldering on the permanent way many hours after the accident had occurred. There was scarcely any water to be found then, and there was the same difficulty now. It was pitch dark on a lonely moorland, and there was nobody to guide them even to H. H. Cope, Esq., by and by a shepherd or two and a farmer, awakened by the blaze in the sky, which soon lit up the weird shapes of the mountains and made even stone ledges visible as by moonlight, ran to Aisgill Bridge and lent what help they could. But the passengers and the train officials—none of whom seems to have been killed, though the driver of the second train was badly injured—were for the first critical half-hour thrown upon their own resources. It was quickly seen that the fire could not be subdued. Fire-extinguishers were brought from the engine by a lady passenger, Miss Clark, who pluckily climbed on the footplate to fetch them. She succeeded in securing four, but three, according to her account, were useless, and the one that did work made no difference to the spread of the flames.

WANT OF APPLIANCES.

Five men soon came up on a light engine, but they too were powerless to stop the flames. The three wrecked coaches were ablaze, but the rest of the train could be saved. The engine of the first train having drawn all but its last two coaches some distance on to safety, it was reversed and sent to the rear of the second train. There it drew away all but the first coach. Great difficulty was found in rescuing the injured because of a want of rescue tools and implements. There was nothing handy with which to smash the woodwork that crumpled pinned down the injured passengers until, after a time, one of the rescuers, Captain Hill, found an axe, which proved invaluable. It was used so skillfully upon the first coach of the second train that the fire was confined to the front part, which was almost severed from the back, in which passengers had been travelling. In the end the fire practically consumed the other two coaches and the best part of the third. Doctors were telegraphed for, but the nearest medical man to this wild moor lives miles away. They came in time from Hawes and Kirkby Stephen, but the work had passed by that time, and some of the injured were already on their way to distant hospitals, for there are no infirmaries or nursing homes near Aisgill. It is the recital of these things that brings the horrors of this catastrophe so strongly home to one.

precise time at which the accident occurred is stated to have been 2.45, and the next two hours were crowded with frightful sufferings and with noble deeds. There were no doctors or hospitals, so the women among the uninjured passengers bandaged, nursed, and tended the poor people whom the men brought from the imprisoning wreckage.

Some extraordinary stories are told of the rescue work. Perhaps the most pathetic incident of all was the rescue of a mother with only one left out of four children who had travelled from Scotland with her. The rescued child was a 12 months old baby. It was not much injured, and was handed to a lady passenger to nurse. Then the rescue party found the mother pinned by the wreckage, and the combined strength of eight people was needed to pull her out. She was very seriously hurt, and as she was laid on a pillow in the little cutting she wept bitterly. Her tears were not, however, for her own sufferings, but for her three children, who she cried out again and again, were still under the wreckage. They, poor bairns, were not seen alive again.

Mr. Ivan Thomas, of Cardiff, who worked manfully with the rescuers, says that he saw at least three people under the burning coaches whom they failed to get out. They had to leave one poor fellow several times in order to stagger up the bank away from the smoke and flames and get fresh air. They finally succeeded in getting him out, badly injured, but still alive. Mr. Thomas, who was travelling in the same compartment with Miss Nan Clark, of Upper Norwood, fortunately saw the express approaching in time to jump out with his fellow-passenger. They scrambled up the bank of the cutting, which is about 10 ft. high. For a moment or two they expected the train to rock over on to them. It was away from side to side, and finally gave one great shudder and came to rest. Then the two, joined by others, set to work to help their less fortunate fellow-passengers. Some of the windows in the wrecked coaches were actually shot broken. Nobly knew how to break them until Mr. Thomas thought of his golf clubs and started rescue work with them.

A BOY'S BRAVERY.

Miss Clark makes it clear that the fire originated with the engine. The line was littered with burning red-hot coal, and the flames were first seen in the wreckage right under the engine. The first man rescued was a man in mechanic's overalls, either the driver or the fireman of the second train. He was frightfully injured. I must give one fine incident in Miss Clark's own words— "The next they got out was a little boy of 14 years, but I want you to say he was one of the bravest boys imaginable. He was very much injured and had an arm or his collar-bone broken, but he just said, 'Oh, I'm all right. Leave me alone and look after the others.' He was splendid. He couldn't stir a limb, and yet he said, 'I can stand all right just now. Help the others.'"

Miss Clark was not only brave, but she showed a woman's resource. Before any rescue had been made she collected as many towels as she could from the train to relieve the sufferings of the injured, and spread all the cushions and pillows she could find by the side of the line. One of those she had helped to rescue came to her later, grasped her hand, and said, "You are a plucky little girl. I only wish every man had been as brave as you were." Many of the passengers were asleep in the sleeping-cars at the time of the collision. One of these, Mr. H. Smallwood, says that he owes his life to Captain Hill, who smashed the woodwork and got him out of a carriage which was afterwards burnt to ashes. Captain Hill would not give me the name of his regiment. All he would say was by way of compliment to a brother officer in the 57th Sikhs, who rescued three passengers who would otherwise certainly have been burnt to death. Finally, I must tell of a clergyman who knelt and prayed for one poor man who could not be released.

Some of the later narratives which have reached me unhappily suggest that one or more passengers may have been burnt alive. At one point the rescuers, according to Mr. F. Maxted, saw two hands waving frantically in the flames. The men rushed to get hold of them, but found that, owing to the heat and the passengers being heavily pinned down it was impossible to get him out. Every man turned away in silence, and some could not hold back their tears. When the inquest is opened at Kirkby Stephen the task of identification will be almost as difficult as it was at the grim function which I attended by candle-light in the snow-swept Moorcock Inn nearly three years ago. This time, however, the inquest will not be held in Yorkshire, but in Westmorland, for the accident occurred just inside the border of the latter county.

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The finest preparation made for combating severe coughs. Cures any cough that is ONLY a cough. Very palatable. OF ALL CHEMISTS.

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| Whiting | river gunboat | 150 | 2 | 800 | Lt.-Com. M. Blackwood | Yangtze River |
| Woodcock | river gunboat | 150 | 2 | 800 | Lt.-Comdr. Lloyd | Yangtze River |
| Woodcock | river gunboat | 150 | 2 | 800 | Lt.-Comdr. F. J. McGillevie | Hongkong |
| 0.36 | submarine | — | — | — | Lt.-Comdr. J. Gaimie | Hongkong |
| 0.37 | submarine | — | — | — | Lt.-Comdr. R. K. C. Pope | Hongkong |
| 0.38 | submarine | — | — | — | — | — |
| 0.35 | torpedo boat | — | — | — | Lt.-Comdr. Handley | West River |
| 0.36 | torpedo boat | — | — | — | Lt.-Comdr. Stileman | Hongkong |
| 0.37 | torpedo boat | — | — | — | Lt.-Comdr. Nicol | Hongkong |
| 0.38 | torpedo boat | — | — | — | Lt.-Comdr. E. W. Seymour | West River |

* Flagship of Vice-Admiral T. H. M. Jerran, C.B., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

| Name. | Flag and description. | Tons. | Guns. | H.P. | Commander. | Last report at |
|---|--------------------------|--------|-------|--------|-------------------------------------|----------------|
| Kaiser Franz Joseph I | Austro-Hungarian cruiser | 400 | — | — | Capt. H. Nauta | Shanghai |
| Dupleix | French armoured cruiser | 10,014 | 30 | 20,000 | Capt. Daveluy | Hongkong |
| Kleber | French armoured cruiser | 9700 | 12 | 19,600 | Capt. Gouta | Hongkong |
| Decidie | French gunboat | 845 | 10 | 3000 | Lieut. Vandier | Saigon |
| Argus | French river gunboat | 180 | 6 | 570 | Lieut. Dordet | Canton |
| Vigilante | French gunboat | 123 | 7 | 600 | Lieut. de Jerville | Canton |
| Pelido | French gunboat | 150 | — | — | Lieut. Collin | Tongke |
| Dordard de Legree | French gunboat | — | — | — | Lieut. Dupuy Dutemps | Tschoong-Kia |
| + Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station. | | | | | | |
| Lynx | French sub-marine | — | — | — | Lieut. Bolux | Saigon |
| Protée | French sub-marine | — | — | — | — | Saigon |
| Styx | French armoured gunboat | 1798 | 10 | 1700 | Lieut. Guillaume-Louis | Saigon |
| Fronde | French destroyer | 360 | 7 | 903 | Lieut. Aurillac | Saigon |
| Iberville | French destroyer | — | — | — | Capt. de Frigate Roussin | Hongkong |
| Pistolet | French destroyer | 190 | 7 | 900 | Comdr. de Marquessar | Saigon |
| Mouquet | French surveying-ship | 307 | 6 | 300 | — | Saigon |
| Manche | French surveying-ship | 1625 | 10 | 8000 | Comdr. Voisin | Saigon |
| + Flagship of Capt. (Commander) Boucaut, Commanding the local defence Indo China. | | | | | | |
| Kmden | German cruiser | 3600 | 22 | 13,600 | Capt. v. Reut'f | Swatow |
| Gnisenau | German armoured cruiser | 11,600 | 36 | 18,000 | Captain Brenneke | Shanghai |
| Ilia | German gunboat | 900 | 12 | 1800 | Comdr. v. Gohren | Tsingtao |
| Jaguar | German gunboat | 900 | 12 | 1800 | Comdr. Vanselow | Tsingtao |
| Leipzig | German cruiser | 3250 | 24 | 11,000 | Capt. Behncke | Tsingtao |
| Luchs | German gunboat | 900 | 10 | 1350 | Comdr. Bendemann | Tsingtao |
| Nürnberg | German cruiser | 3400 | 22 | 13,000 | Capt. Mörnerberg | Hongkong |
| Otto | German river gunboat | — | — | — | Capt. Lieut. Frie | Yangtze River |
| Scharnhorst | German flagship | 11,600 | 36 | 28,000 | Capt. Böhm | Tsingtao |
| S. 90 | German torpedo-boat | 400 | 8 | 6500 | Capt. Lieut. Berenberg | Tsingtao |
| Taku | German torpedo-boat | 280 | 4 | 6000 | Obt. v. S. Chasson | Tsingtao |
| Tiger | German gunboat | 900 | 10 | 1350 | Comdr. Böcker | Tsingtao |
| Teintant | German river gunboat | 223 | 4 | 1300 | Capt. v. Frhr. Speth v. Schulenburg | Canton |
| Vaterland | German river gunboat | 223 | 4 | 600 | Obt. v. S. Prinz | Shanghai |
| Calabria | Italian cruiser | 2145 | — | — | Comdr. Bonni Fioravanti | Shanghai |
| Adamastor | Portuguese cruiser | 1757 | — | — | Capt. Anibal de S. Dias | Macao |
| Macao | Portuguese gunboat | — | — | — | Capt. Martins | Macao |
| Patria | Portuguese gunboat | 700 | — | — | Captain José de Carvalho Oato | Macao |

UNITED STATES VESSELS ATTACHED TO ASIATIC STATION.

| | | | | | |
|------------|------------------------------|------|----|---------------------------------|--------|
| | U. S. submarine | | | Ensign C. McO. Murray | Cavite |
| A-2 | | | | Lieut. E. D. McWhorter | Cavite |
| A-4 | | | | Ensign J. C. Van de Carr | Cavite |
| A-6 | | | | Ensign O. M. Yates | Cavite |
| A-7 | | | | Com. M. L. Bristol | Cavite |
| Albatross | U. S. protected cruiser | 3430 | 10 | 7500 | Cavite |
| Bainbridge | U. S. torpedo-boat destroyer | 420 | 7 | 8000 | Cavite |
| Barry | U. S. torpedo-boat destroyer | 420 | 7 | 8000 | Cavite |
| Callao | U. S. gunboat | 243 | 8 | 250 | Cavite |
| Chauncey | U. S. torpedo-boat destroyer | 420 | 7 | 8000 | Cavite |
| Cincinnati | U. S. protected cruiser | 3183 | 11 | 10,000 | Cavite |
| Dale | U. S. torpedo-boat destroyer | 420 | 7 | 8000 | Cavite |
| Decatur | U. S. torpedo-boat destroyer | 420 | 7 | 8000 | Cavite |
| El Cano | U. S. gunboat | 620 | 4 | 600 | Cavite |
| Helena | U. S. gunboat | 1392 | 8 | 1988 | Cavite |
| Mohican | U. S. station ship | 1900 | 6 | 1190 | Cavite |
| Monadnock | U. S. monitor | 5900 | 6 | 3000 | Cavite |
| Monterey | U. S. monitor | 4084 | 4 | 6277 | Cavite |
| Pampanga | U. S. gunboat | 243 | 8 | 250 | Cavite |
| Piscataqua | U. S. sea going tug | 864 | 2 | 1600 | Cavite |
| Pompey | U. S. repair ship | 3985 | — | — | Cavite |
| Quincy | U. S. gunboat | 550 | 2 | 208 | Cavite |
| Rainbow | U. S. cruiser | 4260 | 14 | 1300 | Cavite |
| Rams | U. S. gunboat | 243 | 8 | 250 | Cavite |
| Saratoga | U. S. armored cruiser | 8115 | 14 | 17,401 | Cavite |
| Vila | U. S. gunboat | 870 | 9 | 208 | Cavite |
| Wilmington | U. S. gunboat | 1897 | 8 | 1824 | Cavite |
| Yampok | U. S. tug | 468 | — | 650 | Cavite |
| | | | | Ensign C. McO. Murray | Cavite |
| | | | | Lieut. E. D. McWhorter | Cavite |
| | | | | Ensign J. C. Van de Carr | Cavite |
| | | | | Ensign O. M. Yates | Cavite |
| | | | | Com. M. L. Bristol | Cavite |
| | | | | Ensign H. A. Jones | Cavite |
| | | | | Lieut. B. Hill | Cavite |
| | | | | Ensign W. I. Halsey | Cavite |
| | | | | Lieut. J. F. Fletcher | Cavite |
| | | | | Comdr. S. S. Robinson | Cavite |
| | | | | Lieut. G. A. Woodruff | Cavite |
| | | | | Lieut. B. H. Green | Cavite |
| | | | | Lt. Comdr. S. Gampson | Cavite |
| | | | | Comdr. G. R. Marshall | Cavite |
| | | | | Lieut. R. V. Lowe | Cavite |
| | | | | Lt. E. P. Starr | Cavite |
| | | | | Commander J. V. Chase | Cavite |
| | | | | Lieut. B. B. Taylor | Cavite |
| | | | | Lieut. S. W. Wallace | Cavite |
| | | | | Lieut. W. O. Wallace | Cavite |
| | | | | Lieut. J. J. Hamigui | Cavite |
| | | | | Lt. Comdr. D. W. Warrington | Cavite |
| | | | | Lt. Comdr. D. W. Warrington | Cavite |
| | | | | Comdr. H. A. Wiley | Cavite |
| | | | | Lieut. R. Durr | Cavite |
| | | | | C. Mdr. J. F. Hubbard | Cavite |
| | | | | Chief Boatswain, P. E. Madeline | Cavite |

* U.S.S. Baragoy Flagship of Rear-Admiral R. F. Nicholson, Commander-in-Chief, United States Asiatic Fleet, Hongkong.

A. S. WATSON & CO., LTD.

ESTABLISHED 72 YEARS.

WINE AND SPIRIT MERCHANTS.

WATSON'S
E

Very old liqueur Scotch Whisky.

Our Celebrated Very old Liqueur Scotch Whisky is a blend of the best Pot Distilled Scotch Whiskies. It is of great age, very fine, and mellow. Its superior quality has established its reputation as THE LEADING SCOTCH WHISKY IN THE EAST.

WATSON'S E BRANDY

Finest very old BROWN BRANDY Guaranteed 25 years age, in wood. The finest liqueur BRANDY on the market.

- THE -

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MOUTRIE'S

SUPPLY IT

Unrivalled for quality of
TONE
and Lightness of

TOUCH

GUARANTEED FOR
FIVE YEARS.

EASY TERMS can be arranged.

S. MOUTRIE &
CO., LTD.WM
Powell
LTD.

TELEPHONE 346.

A NEW DELIVERY

SMART & EFFECTIVE
MATERIALS

FOR

COSTUMES

AND

DRESSES

FROM THE LEADING

LONDON & PARIS
DRESS HOUSES.

NOTE:

ONE LENGTH ONLY

OR

EACH COLOUR

DRESS

DEPARTMENT.

Wm. Powell, Ltd.

THE EDWARD DISPENSARY,
A. KAMMING & Co., Ltd.

Chemists and Druggists

GREAT REDUCTIONS IN
PRICES.EXCEPTIONAL ACCURATELY
DISPENSED.

Sole Agents, Patent Medicines, &c.

62A, QUEEN'S ROAD, HONGKONG,
Hongkong, July 30, 1913.

a direct connection between abundance of nutriment and pigmentation. This author shows that tadpoles, small, medium, or large, well nourished or starved, are all of the same colour. But although the quantity of nutriment seems to have no influence on the colour, it may be changed by varying the kind of food.

Long ago, Darwin and Wallace noticed the influence of divers food substances on pigmentation. Natives of the Amazon region feed the common parakeet with fat of the large silurians and the plumage then turns a magnificent red and yellow.

In the Malay archipelago the plumage of another parakeet is similarly modified, changing it into so-called 'royal lory.' When they are fed with rice, which is their habitual food, their plumage retains its natural colour. The fact that canaries become red when fed on cayenne pepper is well known. Johnson's experiments show also that the colouration of tadpoles varies with their food. In all cases, tadpoles fed on yolk of egg were always less pigmented than others. In the case of the tadpole the lecithin (a component of the yolk) acts to prevent the formation of pigment, which indicates that agents which inhibit or modify the formation of pigment may be introduced into the organism with food.

BIRTHS.

BARTON. On Thursday the 25th inst., at 53 Elgin Terrace, to Mr. and Mrs. M. BARTON, a son.

MEMO FOR TO-DAY.

5 p.m.—V.R.C. Aquatic Sports.

MEMO FOR TO-MORROW.

2.30 p.m.—Auction of Furniture at No. 149 Magazine Gap by Messrs. Hughes and Hough.

2.30 p.m.—Auction of Leather goods at Mr. Geo. P. Lammer's Sales Rooms.

5 p.m.—U.S.R.C.—Extraordinary General Meeting.

THURSDAY, October 2.—

11.30 a.m.—Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd., Meeting of Shareholders.

3 p.m.—Auction of Leasehold Properties by Messrs. Hughes & Hough.

SATURDAY, October 4.—

Noon—Hongkong Hotel Co.—Extraordinary General Meeting.

General Memoranda.

SATURDAY, September 27.—

2.30 p.m.—Auction of Furniture at Haring, Austin Road, Rowloon.

MONDAY, September 29.—

2.45 p.m.—Auction of Furniture at No. 149 Magazine Gap by Messrs. Hughes and Hough.

2.30 p.m.—Auction of Leather goods at Mr. Geo. P. Lammer's Sales Rooms.

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NEWS OF THE DAY.

One case of plague is notified to-day.

Major R. B. Airey, A.S.C., has been selected for service in North China.

A shopkeeper at 13 Wallington Street gave a foki \$70 to pay a bill, and the man absconded with the money.

A Chinese who was assaulted by a great coolie has been sent to hospital. The assault was reported.

A Chinese was fined \$10 or one month by Mr. Hazland at the Magistrate's today for being in unlawful possession of sugar at West Point.

A shopkeeper at 42 Upper Lascar Row gave a foki \$400 to settle an account. The assistant appropriated the money to his own use and has not been seen since.

Donald Richards, a Eurasian rubber estate assistant at Koda, has been sentenced to three months' imprisonment at the Kowloon Court for shooting an absconding coolie in the leg.

The death is announced of Shew Chong, a partner in the Chinese restaurant in Glasshouse Street, London. The restaurant is now to be completely refitted in Eastern style, and the Chinese staff will then be native costume.

Inspector General charged a Chinese before Mr. Hazland at the Magistrate's today with being in unlawful possession of three baskets, the property of the Mitsui Bussan Kaisha at Yau-mai. A sentence of one month's imprisonment and four hours' stocks was passed.

Captain Sunjei Tanekawa, of the Imperial Japanese Army, has presented a silver cup to the 1st Battalion of the Hampshire Regiment, to which he was attached during part of the present training season at Aldershot. It was the wish of the donor that the cup should serve as a reward for some kind of sport or skill at arms, and the gift is to be a challenge trophy for bayonet fighting.

The R.G.A. Sergeant's Sports Club held a mixed Whist Drive at the Sergeant's Mess, Victoria Barracks, last night. The prizes were won by—Ladies: 1st, Mrs. Chalk; 2nd, Mrs. Lear; 3rd, Mrs. Clegg; 4th, Mrs. Rasmussen. Gentlemen: 1st, Sgt. Wilson, R.A.; 2nd, Sgt. St. John, A.P.C.; 3rd, Sgt. Hare, B.G.A.; 4th, Sgt. Cuthbert, R.G.A. The prizes for the recent tennis tournament were presented to Sgt. Major Hurd and Sgt. Cambridge, winners of the doubles.

The Police judge was occupied during the greater part of the morning in the Summary Court, hearing the claim for \$10.55 brought by a firm of rice merchants in Wellington Street against a Fuk-chau firm. Mr. Mason of Mr. F. X. D'Almada's Castro's office appeared for plaintiff and asked for an adjournment. Mr. Russ, who represented defendant opposed this, stating that the costs had already mounted up considerably. He informed his Lordship that the accounts had been added up wrongly. It was agreed that on a certain date a sum of \$36 was outstanding and that a payment of \$10 was made. He contended that this was in full settlement as the actual debt balance was not known. His Lordship heard the evidence and gave judgment for plaintiff for \$2.25.

HOUSE COLLAPSE.

A Chinese woman aged 24 was killed yesterday by part of her house collapsing. She lived at 43 Sheung Wang Street, Team Tsui Po. The body was sent to the Kowloon mortuary by the police.

Another house collapsed yesterday at No. 19 Ngau Shi Wan owing to the recent heavy rains. In this instance no one was injured as the occupants were away from home.

THE B.I. COMPANY SHIPBUILDING.

During the last two or three years the British India Steam Navigation Company have added a number of vessels to their fleet, and the new vessels have been considerably larger than their predecessors.

A representative of the "Times of Ceylon" called upon the Colombo agents for the line with the object of ascertaining whether there was any special reason for the big building programme and for the increase in the size of the new vessels, and was informed that the only object in view was to meet the requirements of the company's increasing trade. The ships already constructed were only the beginning of a big building programme, with details of which the agents were not in a position to provide us. Asked whether the boats which are building and which are to be built will trade through Colombo a representative of the agents explained that all boats built for the Eastern trade are sent to the head office in Calcutta, and from there are detailed for service as required.

MR. BANDMANN'S LATEST PLANS.

Mr. Bandmann writes that amongst other attractions that the Bandmann Opera Company will be presenting this forthcoming season, will be several of the latest London Revues which will be produced on a scale that will compare very favourably with the original London productions. He says—"The Rag Time" is all the rage here in London at present. I am engaging special artists who have made a success in this particular line here in London, including the stage manager from the London Pavilion, where "Stop This Way" has created such an enormous impression. "Hullo Rag Time" is the Hippodrome has been drawing packed houses since last December, and "I Should Not Worry" at the Palace has created a big sensation.

RHEUMATISM.

HAVE you ever tried Chamberlain's Pain Balm for rheumatism? If not, you are wasting time, as the longer this disease hangs on the harder it is to cure. Get a bottle to-day, apply it with a vigorous massage to the afflicted parts, and you will be surprised and delighted at the relief obtained. For sale by all Chemists and Storekeepers.

LOCAL WEDDING.

DORRINGTON-TURNER.

The wedding took place yesterday at the Wesleyan Chapel, Wapchoi, of Mr. Sidney Arthur Dorington of the Taikoo Sugar Refinery Company, and Grosvenor, London, to Miss Margaret Ethel Turner, of Wakefield, Yorkshire. The ceremony was performed by Rev. C. Bone, and Mr. C. M. Dorington, of the Hongkong Police, a brother of the bridegroom, acted as best man. The honeymoon is being spent in Mecca.

CHINESE NEWSPAPER MANAGER CHARGED.

Alleged Involvement in Crime.

At the Magistrate's this afternoon before Mr. Wood, Chao Chung Shan, manager of the Chinese newspaper "Shat Po," appeared to answer charges of publishing in his newspaper certain matter calculated to excite tumults or disorder in China and excite persons to crime in China.

Mr. P. M. Hodgson, Crown Solicitor, prosecuted, and Mr. F. X. D'Almada defended.

In opening the case, Mr. Hodgson said the evidence he would call would prove that an article was printed in the "Shat Po" calculated to excite persons to commit crime in China.

Lo Kam Chak, an official translator, produced a copy of the paper containing the article, and a certified translation.

Mr. Hodgson read the translation of the article, which was a lengthy one. It gave among other things, five reasons for the extermination of Yuan Shih Kai. The heading was "Five reasons for which the Army for the extermination of Yuan is sure to conquer." The article started "Now the brigand Yuan's numerous crimes have excited the hatred of the whole of our nation. Therefore a rising was first promoted in Kiangsi against him, and the Kiangsu, Anhui, Hunan, Kwong Tung, Szechuen and Fokien followed their example one after another. Thus the Army for the extermination of Yuan became very huge and an explanation was duly given by them of the reason for which the brigand was to be exterminated. They all longed to march to Chi-li, defeat all the troops in the north of the (yellow) river and throw him into prison in the same manner as Napoleon was isolated in a lonely island, or behead him in the same way as Louis was executed on the guillotine."

Now we are apprehensive that uneducated scholars and ignorant people, being misled by idle rumours, may hesitate and sit on the fence, and may even become as faithful to the brigand as dogs to their masters and prove themselves the bane of the Republic, neglecting the right course and taking up the wrong one instead. However, by justice and by rights our Army is sure to win, and even when power is taken into consideration, we can properly say that the brigand Yuan will certainly be defeated, but will never prove victorious. In fact death is awaiting him. Now just let us give you a brief account of the reasons for which our victory and Yuan's defeat may be certain."

The article proceeded in the same strain throughout.

Mr. Hodgson characterised it as a most scurrilous article, especially as it was written at the time when certain things were happening in China.

Hon. Mr. E. R. Hallifax, Secretary for Chinese Affairs, was then called, and said that he had read a translation of the article. His opinion, knowing the situation in China, was that it was matter calculated to excite tumults or disorder in China, and to excite persons to commit crime. He regarded it as likely to be more serious coming at the time it did.

A District Watchman deposed to going to the office of the "Shat Po" on August 16th. He was there given a newspaper cutting from the "Shat Po" of July 18th. He showed it to the defendant, and asked him who he was. Defendant gave his name, and the afterwards wrote it down on the back of the cutting. The defendant was stated to be editor of the paper.

The defendant was committed for trial at the Criminal Sessions, bail being fixed at \$5,000.

JAPANESE PRINTS IN EUROPE.

An event of great interest, perhaps of great importance, is related in the *Elleasische Textblatt*. It appears that two years ago the printing house of Charles Steiner, in Rappoldswiller, made a show (advertising) flag for the Paris warehouse known as the *Galerie Lafayette*. Thereafter this house asked the printers to produce the flag on a small scale—about the size of an envelope—15 by 11 centimetres. Although it had to serve simply as an advertisement, the buyer insisted on a satisfactorily effective production. It was for distribution amongst children; but the buyer would not pay the required price, and the printer declined the order. The *Galerie Lafayette* applied to a Japanese house, which accepted the order at the buyer's price. Whether it got back the cost of the goods is still to be learned. The interest in the event, says a Berlin paper, lies in this delivery being the first appearance of Japanese prints as competitors on the European market—particularly against Alsace, the land of prints. The journal observes that, should it turn out that the Japanese, with their cheap labour, can invade the European market with their prints, the effect is going to be a very unpleasant one for the print works on this side.

SPORTING.

HONGKONG FOOTBALL LEAGUE.

ANNUAL MEETING.

The fifth annual meeting of the Hongkong Association Football League was held yesterday evening at the offices of Messrs. Shewan Tomes and Co., when Mr. R. F. Long, occupied the chair, in the absence of Mr. R. Hancock, President.

Mr. A. S. Ellis, Hon. Secretary and Treasurer presented the annual report, which was as follows:—

The balance at working account, now shows a credit of \$9.94, after allowing for the cost of medals, advertising, printing, referees fees, &c. It will be noticed that the sum of \$16 referees fees, due by the Departmentals, for Season 1911-12 has been written off. During the season, the matches in connection with the First and Second Division Leagues, were carried off with success, the First Division being won by the R.G.A. Regimental team, and the Second Division being won by the 88th Company R.G.A.

The report was adopted on the motion of the Chairman, Mr. A. S. Ellis, Mr. R. Hancock was re-elected President for the ensuing year.

Ship's Corp'l. Menades proposed that Mr. F. W. Eager be elected as vice-President.

Bomb. Woods seconded, and the motion was carried.

The Chairman proposed the re-election of Mr. Ellis as Hon. Secy. and Treasurer. The proposition was seconded by Sgt. Cambridge, and carried.

Sgt. Wilson made a proposition that a committee of five be formed to manage the League—both first and second divisions. The proposition was accepted, the following being elected to serve on the committee:—Mr. R. F. Long, Sgt. Wilson, Mr. Spillett, Chief Writer Smith, and Corp'l. Coxon, R.E.

Entries for the League will close on October 10th except for naval teams, for whom the time was extended to November 1st. It was decided to start the season on November 1st.

American Lawn Tennis Championship.

Newport R.I., Aug. 25.

In the semi-finals for the American lawn tennis championship here to-day Maurice McLoughlin, the holder of the championship, defeated W. F. Johnson, of Philadelphia, 6-0, 7-5, 6-1. Mr. McLoughlin will now meet Morris Williams, of Philadelphia, in the final match.

NEWSPAPER ARTICLES AND COCAINE CASES.

HONGKONG JOURNAL'S ACTION COMPLAINED OF.

Mr. P. W. Goldring, of Messrs. Goldring and Russ, who represented the defendant in a certain cocaine prosecution under the revenue ordinances, again mentioned to the magistrate certain articles which appeared in the "Hongkong Telegraph," and asked for an expression of opinion from the Bench as to whether or not they amounted to contempt of Court.

Addressing Mr. Hazland, senior police magistrate, Mr. Goldring said that he called Mr. Orme's attention, before he left for home, to certain articles which appeared in the press, and Mr. Orme said he would mention the matter to him (Mr. Hazland), and obtain his opinion as to whether the article on morphine which appeared in the "Hongkong Telegraph" the day before the hearing of the charge against Mr. Duncan. He also mentioned the very stringent articles which appeared in the same paper on the day of Mr. Duncan's conviction, which formed a very improper form of commenting on a case sub judice. It was well-known to the press that two cases were pending.

His Worship pointed out that the cases had to do with morphine, while the articles dealt with cocaine.

Mr. Goldring said it amounted to the same thing; the articles covered both cocaine and morphine. The two cases were pending when they were written and it was then alleged that one involved the other. His feeling was that they were guilty in commenting in the way they did, knowing that Mr. Duncan's case and another were pending. He was asking for an expression of opinion from the senior magistrate of the colony as to whether or not it was proper. He was not doing this upon his own responsibility. Many people had called his attention to the matter. The further articles, which he would supply his worship with, appeared immediately after Mr. Duncan's conviction, when it was known that he had applied for a case to be stated. In a Colony like this some restraint should be put on the Press. The only alternative he had was to apply to the Chief Justice for a writ of prohibition of court which was a costly and lengthy procedure, and he thought, had not been done since the days of Mr. Fraser Smith, who was also connected with the "Hongkong Telegraph." The first article complained of was grossly inaccurate in most of its details, and was followed by one, immediately after the conviction, when the news paper knew that an appeal was pending, by even more intemperate articles. He mentioned the matter, not because of any feeling on the part of his client or himself, but because people had represented to him that it was grossly unfair that articles of that kind should appear.

Mr. Hazland said Mr. Orme mentioned the matter to him in a general way of very and he (Mr. Hazland) said that he did not see their connection with the case.

Mr. Goldring promised to furnish his worship with copies of the articles complained of.

CHINESE STEAMER

PIRATED.

ROBBERS' LARGE HAUL.

The s.s. *Lianchoo*, which is on the Hongkong-Wuchow run, and which left Hongkong at 7 o'clock last night, returned to port this morning and reported having been pirated during the voyage. The vessel is Chinese owned, and sails under the Chinese flag. It

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

BRITISH OFFICER WOUNDED AT KUTUL.

LONDON, Sept. 25.
A telegram from Nairobi states that Lieutenant Jones, of the King's African Rifles, following Captain Aymer, has been wounded at Kutul, Lake Rudolf, presumably by Abyssinian ivory hunters. Troops were already en route before the news was received.

[Note:—The following telegram was sent by Reuter on June 6th.—The "African World's" Nairobi correspondent states that Captain Aymer, of the King's African Rifles, and an Abyssinian Frontier Inspector, have been shot dead by an Abyssinian elephant poacher on the northern frontier.—Ed. C.M.]

ANOTHER OUTBREAK IN THE BALKANS.

SERVIA'S WARLIKE PREPARATIONS.

LONDON, Sept. 25.
A telegram from Belgrade states that two regiments of reservists have been called out, and the railway is wholly reserved for military traffic.

BULGARIAN FRONTIER POSTS ATTACKED.

A Sofia message states that the Serbian troops and the Turkish Bashis Bazaraks are attacking the Bulgarian frontier posts at the Stremetz district.

SERVIA AND MONTENEGRO ACTING JOINTLY.

From Cetinje it is learned that Serbia and Montenegro are acting jointly in warding off Albanian incursions. Montenegro has sent sixty men of each battalion to Diakova.

THE DUBLIN STRIKE.

SENSIBLE "SYMPATHY."

LONDON, Sept. 25.
The Trade Union Congress has decided to send a shipload of provisions to Dublin at a cost of £5,000 to aid the strikers.

MEDIATION IN VIEW.

Sir G. R. Arkwith has been asked to visit Dublin to mediate in the labour dispute.

JAPANESE OFFICIAL APPOINTMENT.

LONDON, Sept. 25.
Mr. Koike has been asked to visit Tokyo, via Siberia, to succeed Mr. Abe, the late Secretary to the Political Bureau, who was assassinated recently. Mr. Koike is due on October 11, and will enter upon his duties on the day of his arrival.

The staff of the Japanese Embassy and a large and representative gathering of Japanese bade him farewell at the station.

OBITUARY.

A NOTED NATIONALIST.

LONDON, Sept. 25.
The death is announced at New York of Mr. Patrick Ford, the noted Nationalist.

TWO ROYAL BETROTHALS.

BELGRADE, Sept. 24.
The betrothals are announced of Prince Charles of Roumania and the Grand Duchess Olga of Russia; and of Princess Elisabeth of Roumania and the Crown Prince George of Greece.

NO GOLF AT THE OLYMPIC GAMES.

LONDON, Sept. 25.
The Royal and Ancient Golf Club of St. Andrews has disapproved of the inclusion of golf among the Olympic games.

INSURING A PROBABLE DERBY WINNER.

LONDON, Sept. 24.
The phenomenal colt, The Tetrarch, is insured at Lloyd's Agency against inability to run in the 1914 Derby, at a rate of 25 per cent.

EMINENT ENGINEER SAILING FOR AUSTRALIA.

LONDON, Sept. 24.
Sir Maurice Fitzmaurice, the eminent engineer, is sailing for Australia to investigate on behalf of the Commonwealth the question of naval docks and bases from an engineering standpoint.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

ULSTER AND HOME RULE.

PROVISIONAL GOVERNMENT TO BE FORMED.

LONDON, Sept. 24.

Unionist papers are devoting much space to the proceedings in Ulster.

Sir Edward Carson and General Richardson met the Unionist members of the House of Commons at Craig's House, Belfast, yesterday evening to discuss the establishment of a provisional government which it is expected will be announced at a meeting of five hundred delegates of the Ulster Unionist Council to-day.

On Saturday Sir Edward Carson inspected fourteen Belfast regiments, each 800 strong, with complete commissariat signalling and ambulance units.

General Richardson will be Officer Commanding, and will be accompanied by his staff.

A feature of the display will be the unfurling of the largest Union Jack in the world, and instead of a general salute there will be three cheers for the Union.

THE "PROVINCIAL GOVERNMENT" IN SESSION.

LATER.

Five hundred Ulster delegates met in Ulster Hall, Belfast. Sir E. Carson and Lord Londonderry drove up attended by a bodyguard of motor cyclists.

The Duke of Abercorn, Captain Craig and many peers were present. The Conference finally approved of the articles of the Provisional Government. Financial, Legal, Education, Customs, Excise, Post Office and Volunteer Force Committees were appointed.

The Standing Committee of the Ulster Unionist Council was appointed the Executive, with Sir E. Carson, chairman, and Mr. Campbell, Attorney-General for Ireland as Assessor.

Details would be published on the day Home Rule becomes law.

The largest Union Jack in the world was spread on the platform.

Lord Londonderry opened the proceedings, which were conducted with closed doors, an official statement being supplied afterwards.

MORE "CARSONISM."

LATER.

Sir E. Carson, addressing the Conference, said they must recognise that two hostile parties were face to face. If Home Rule were not carried there would be trouble in the south; if carried, trouble in the north. Great Britain must be the accepted arbiter between the parties.

All the attitudes of politicians and the subtleties of Radical Pressmen would never convert what was essentially loyalty into treason. If there was disfigurement in the fight before them it was not a disgrace to Ulster but to the men who for their own base purposes had driven them to their present position.

They had no right to take that step to-day, with its possible consequences, if they had exhausted every means to bring the Government to a real sense of the problem and its dangers.

THE BRITISH NAVY AND THE MEDITERRANEAN.

LONDON, Sept. 25.

The concentration of the Navy, as mentioned in yesterday's telegraphic news, will constitute the most imposing demonstration of naval power that Great Britain has ever made in the Mediterranean.

(Wah Tse Yat Po's Service.)

CHINA'S DEMANDS OF JAPAN.

PEKING, Sept. 25.

In making her demands for compensation for the murder of Chinese policemen at Changhai by Japanese subjects, China has named them upon exactly the same lines as those named by Japan in regard to the Nanking affair. The Chinese Foreign Department demands an apology from Japanese military officers of high rank to the Police Department, the punishment of the offenders, and compensation for the deceased's relatives.

In making his ceremonious apology, Chan Hsun was attended by four officers and a bodyguard of twenty soldiers, and not by an army, as previously reported.

CHRONIO DIARRHOEA.

KEEP absolutely quiet for a few days, rest in bed if possible, be careful of your diet and take Chamberlain's Colic, Cholera and Diarrhoea Remedy. This medicine has cured cases of chronic diarrhoea that physicians have failed on, and it will cure you. For sale by all Chemists and Storekeepers.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

BRITISH POSTAL EMPLOYEES AND THE GOVERNMENT.

REPLY TO THE RECENT STATEMENT.

LONDON, Sept. 24.

The Postal employees' manifesto, issued in reply to the statement made by the Post Office on the 22nd instant, denies that the recommendations of the Committee will involve an expense of one million pounds yearly, and declares that more than a decade will elapse before such an increase will be incurred. The manifesto goes on to say that it is mean and untrue to suggest that the recommendation will cause additional taxation, and exhorts the public to remember that the present discontent is not the work of the leaders, who counselled moderation but were overruled by an overwhelming vote of the members of the Parliamentary Committee.

At a conference of telegraph and postal clerks held at Liverpool it was resolved to instruct the Executive to immediately agitate for an all-round increase of wages commensurate with the increased cost of living, and failing a satisfactory reply within six weeks, the conference will be again convened to consider further action.

LIBERAL PRESS COMMENT.

The Liberal papers describe the proceedings as Sir Edward Carson's last desperate effort to smash the Home Rule Bill, and declare that the manufacturers of Belfast are alarmed at his reckless speeches, fearing that the labour troubles prevailing in Dublin may be echoed at Belfast, where the situation would be most serious with the populace armed with rifles and revolvers.

Mr. F. E. Smith has returned from Ulster to take up his duties as General French's staff at the manoeuvres as a lieutenant of Yeomanry.

THE LIBERAL PARTY'S ATTITUDE.

LATER.

The "Westminster Gazette" in a long statement, referring to articles in yesterday's "Evening Standard" and "Fall Mail Gazette," says that it may, of course be taken for granted that the political situation has been discussed by the public men who met at Balmoral and elsewhere, but there has been no meeting of the Cabinet and there is no necessity for any new decision of the Government, for Ministers are of the opinion that the door has always been, and is still open for the fullest deliberation on every aspect of Home Rule. The "Westminster Gazette" emphasises the cordial relations existing between the Nationalists and Liberals, and says that the latter will not countenance any action which will betray the cause of the Irish party. It concludes that if Unionists desire peace, they should find some method of dealing with the Ulster situation which would prevent its blocking policy of conciliation.

CHINESE AVIATOR.

Student Who Has Invented His Own Aeroplane.

There is in London just now, says the "Daily News," a hand, a young engineering student from China who has in two short years not only mastered the art of flight, but has invented a new type of airplane for use in his native country.

Mr. T. K. Wong, who obtained his pilot's certificate at Brooklands two weeks ago, and is about to return to Peking, explained to a "Daily News" representative some of the details of the "Dragon Fly," as he has named his new machine. It is a tractor biplane, in which the principles established by the research work of the National Physical Laboratory have been embodied. The plane's shape is slightly backward, an improvement which Mr. Wong says gives increased power of control. The machine, owing to the absence of skilled workers in aviation construction in China, has been made as simple as possible, and for the same reason, an English originator, Mr. Isaacson, has been adopted, the French machine being considered too delicate for use in China.

Mr. Wong, who is a Chinese Government student at London University, has previously studied in Australia, Africa, and Ceylon. He has flown during the past year at Brooklands and Brooklands on a biplane monoplane as well as on three or four makes of biplanes.

"My present machine has no bamboo work in it," he said, "but in China it will be largely used. You see, in England there are probably less than a dozen men who know how to work with bamboo, which is Nature's own tubing. In China, on the other hand, there are countless skilled artificers in bamboo work, and children of bamboo frames were made there many centuries ago."

ALEXANDER WILSON.

5TH JULY, 1768—23RD AUGUST, 1815.

(From Our Scottish Correspondent.)

Edinburgh, August 26.

This week was celebrated the centenary of the death of Alexander Wilson, the Paisley weaver poet and American ornithologist. Wilson, (writes "M" in an article in the Glasgow Herald) was destined for the kirk by his parents, who came of Covenanting stock. As he himself wrote later in typical verse:—

His parents saw with partial fond delight
Unfolding genius crown their fostering
care,
And treasured with tears of that enrapturing
sight,
When clad in sable gown, with solemn
air,
The walls of God's own house should echo
back his prayer.

The boy was sent to the Grammar School of his native town. Unfortunately his mother died while he was in his tenth year, and his father, having soon contracted a second marriage with a widow who had a family of her own, was unable to continue his son's education. At the age of thirteen, therefore, Alexander was apprenticed as a weaver, and completed his service of seven years—an event which he celebrated in his first recorded verses:—

Be't lent to a' the world in rhyme,
That wi' right meik's work an' toll,
For three lang years I've set my time,
Whiles fasted wi' the hazel oil.

For the next three years Wilson continued at the loom, sometimes at Paisley, sometimes at Lochwinnoch, and later at Queensberry. The secretary of life of a weaver was unenviable and in 1780 he began those wanderings in the open air which were only to end with his life. As a pedlar he traversed Fife and the Lothians. In 1789 he set out on his rounds with the special purpose of securing subscribers for a volume of poems which duly appeared in the following year. But the poetical pedlar, as his interesting "Journal" records, met with little success, and he had to settle down once more to the loom at Lochwinnoch. In 1791 an opportunity occurred for another visit to the capital. At that time there existed in Edinburgh a debating society called the Forum, or the Pantheon. Weekly debates were conducted, and it was announced that on April 14, 1791, the question to be discussed would be, "Whether we have the exertions of Allan Ramsay or Robert Ferguson done more to honour Scottish poetry?" Hearing of the proposed debate, Wilson purchased a week in order to save enough money for his expenses, and in a poem entitled "The Laurel Disputed," maintained the claims of Ferguson. Though he was unsuccessful in winning the prize, he twice recited his own verses before the Pantheon Society, and his favourable reception probably induced him to bring out a second edition of his poems. This second version proved as unsatisfactory as the first. Nor is the cause far to seek.

Though Wilson's somewhat numerous biographers profess to find great merit in his verses, the English poems are vitiated by the poetic diction of his favourite authors, Pope, Goldsmith, Young, and Blair, and even in his Scottish poems he hardly ever shows himself at home in the vernacular. Only in "Watty and Meg," written in 1792 and published anonymously, did Wilson write verse which secured for him a place among the minor poets of his time. The story is the old one of the taming of a shrew, adapted to the circumstances of a weaver's career, and his scolding wife. Watty takes his wife by the simple expedient of pretending to take the king's shilling. In her grief Meg promises to make all amends, and the poem ends with the joyful reconciliation of the couple. The poem is an instant success, 100,000 copies are said, being sold in a few weeks. Four chapbook versions in the British Museum testify to its popularity. Various localities claimed to be the home of the original Watty and Meg, but the question is supposed to have been settled by a certain win of the Seelhill of Paisley, who on reading the poem exclaimed:—"Dye ken what lang Sandy Wilson, the poet has done? He has poem'd us." Nothing gave Wilson greater satisfaction than the fact that it was accepted by Burns. The wife of Burns told Robert Chambers that when Burns heard a hawker cry "Watty and Meg, a new ballad by Robert Burns," he exclaimed:—"I would make your pluck a bawbee if it were mine."

The year 1792 saw other efforts of his muse. By this time the weaving community of the west was seething with discontent aroused by the new doctrine of the French Revolution as interpreted by Thomas Paine. To stem the rising tide of the people, the governing classes began to disloyal the governing classes. The first of these was the Glasgow and Ayr, and in an "Address" to that body Wilson gave expression to the feelings of his fellow democrats with a force and directness which make the poem a valuable historical document:—

The Rights of Man is now well kenned,
And read by many a hand;
For Tommy Paine the bulk has penned,
And lent the courts a lender.
It's like a looking-glass to see
The craft of kirk and statesmen;
Add wi' a hand and easy eye,
Gild hith the birkie to them
All hand this day.

None of the political societies of the period were so energetic as the Paisley Friends of the Rights of Man, and Wilson seems to have been an active member. Unfortunately, in exposing what he took to be the grievances of his class, he brought himself within the pale of the law by coarse invectives on individuals, and he was sentenced on one occasion to burn the offending poem in front of the Sheriff Court-Room. As the trial of the Political Martyrs showed, Scotland was no safe place for an admirer of Tom Paine, and in 1794 Wilson fled for America, then considered the land of ideal liberty for fervent democrats.

"While in New York," he writes, "I had the curiosity to call on the celebrated author of the 'Rights of Man.' He lives at Greenwich, a short way from the city. In the only decent apartment of a small, indifferent-looking frame house, I found this extraordinary man, sitting wrapped in a nightgown, the table before him covered with newspapers, with pen and ink beside him. Paine's face would have excitedly mirrored the character of Burdett; but the presence of his eyes bespoke the man of genius and intelligence and of the world. He complained to me of his inability to walk, an ailment he was formerly fond of. It was in America that Wilson, in spite of his own avowed dislike, was the first man to have been introduced. When he landed he had no letters of introduction, and nothing but a few borrowed shillings in his pocket. From New York, where he first set foot in the New World, he came to Philadelphia. On the road he was

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especially attracted by the beauty of the plimings of the table, and he records that red-headed woodpecker was the first that fell to his gun. After trying various occupations, he settled down as a teacher in Pennsylvania. But the roving instinct was still strong, and on one occasion he tramped 800 miles to visit some relatives in New York State. About the beginning of 1802 he was appointed head of a school at Kingoes, near Philadelphia. There he made the acquaintance of William Bartram, whose father had been pronounced by Linnaeus to be "the greatest self-taught botanist in the world." His son not only developed the botanical garden he had inherited but took a deep interest in every department of natural history. Another near neighbour was a Mr. Lawson, an engraver. In the congenial company of these friends Wilson's genius at last found its true bent. From Bartram he learnt to turn to account the knowledge of bird life he had acquired in his many wanderings, while Lawson taught him the art of drawing and engraving. Wilson soon became imbued with the idea of writing an ornithology of the United States, illustrated by his own drawings, and the project took definite shape when in 1806 he was appointed assistant editor of "Rees's Encyclopaedia" as a liberal salary. His employers undertook to publish his work, and in 1808 the first volume of the "American Ornithology" appeared. For the next five years Wilson worked with unremitting toil to complete the remaining volumes. He died in 1813 of dysentery brought on by over-exertion. It had lived to complete seven volumes, and he had the satisfaction of being acknowledged during his own lifetime as one who had brought honour and fame to his country.

SHARE QUOTATIONS.

Mr. P. C. Potts, Victoria Building, received the following share quotations from London this morning:—

| | £ | s. | d. | |
|-------------------|---|----|----|---------|
| Shells ("Bears") | 5 | 6 | 0 | Middle. |
| Oral Capsules | 2 | 19 | 6 | " |
| Mexican Eagles | 3 | 5 | 0 | " |
| Trombs | 2 | 15 | 0 | " |
| Pahangs | 1 | 11 | 0 | " |
| Indian (Combined) | 8 | 0 | 0 | " |
| Electric Trans. | 9 | 6 | 0 | " |

PASSENGER'S RIGHT TO HIS SEAT.

PARIS, Aug. 24.

The local courts at Lyon have just decided a case of considerable interest to railway travellers in France. They held that a passenger who reserves a seat in the train by placing an object thereon acquires a legal right to it, and cannot be deprived of it although it may have temporarily quitted the compartment.

TREATMENT FOR DYSENTERY.

CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy, followed by a dose of castor oil, will effectively cure the most stubborn case of dysentery. It is especially good for summer diarrhoea in children. For sale by all Chemists and Storekeepers.

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| SHANGHAI | DELTA Capt. W. R. LOMAX, R.N.R. | About 9th Oct. | Freight and Passage. |
| LONDON, via Suez Ports | ASSAYE Capt. G. J. COLDWELL | Noon, 27th Sept. | Freight and Passage. |
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| | KATORI MARU, Capt. Murai, Tons 20,000 | WEDNESDAY, 22nd Oct., at Daylight. |
| VICTORIA, B.O., and SEATON, via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA | YOKOHAMA MARU, Capt. S. Wada, Tons 12,500 | TUESDAY, 7th Oct., at Noon. |
| | SAUNKI MARU, Capt. Nomu, Tons 12,500 | TUESDAY, 21st Oct., at Noon. |
| KOBE & YOKOHAMA | AKI MARU, Capt. B. Kon, Tons 12,500 | THURSDAY, 9th Oct., at 11 a.m. |
| SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | TANGO MARU, Capt. Tominga, Tons 12,500 | WEDNESDAY, 22nd Oct., at Noon. |
| | NIKKO MARU, Capt. Takeda, Tons 9,600 | WEDNESDAY, 19th Nov., at Noon. |
| YAGASAKI, KOBE and YOKOHAMA | NIKKO MARU, Capt. Takeda, Tons 9,600 | WEDNESDAY, 22nd Oct., at 11 a.m. |
| BOMBAY, via SINGAPORE, and COLOMBO | HANGON MARU, Tons 12,000 | MONDAY, 29th September. |
| CALCUTTA via SINGAPORE, PENANG, & RANGOON | BAKATA MARU, Capt. —, Tons 12,500 | SATURDAY, 4th October. |
| SHANGHAI, MOJI, and YOKOHAMA | KANAGAWA MARU, Capt. Machida, Tons 12,500 | MONDAY 29th KOBE |

Fitted with new system of wireless telegraphy. 1 Cargo only.

REDUCED SUMMER RATES BETWEEN
HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 MONTHS.
COMMENCING 1ST JUNE, ENDING 30TH SEPTEMBER, 1913.

| | Yokohama Return. | Kobe Return. | Moji Return. | Nagasaki Return. |
|-----------|------------------|--------------|--------------|------------------|
| 1st class | \$185 | \$122 | \$108 | \$95. |
| 2nd class | \$ 81 | \$ 75 | \$ 65 | \$57. |

With option of Rail between Steamer's calling Ports to Japan.
For further information apply to
T. KUSUMOTO, Manager,
Telephone No. 292.

HONGKONG'S MUSICAL
HISTORY
BY H. L. O. GARRETT.

Being a re-print of a series of articles that appeared in the CHINA MAIL.

Price...

SHIPPING

THE PACIFIC MAIL S.S. CO.

MONGOLIA MANCHURIA KOREA SIBERIA
21,000 tons, twin screw. 27,000 tons, twin screw. 14,000 tons, twin screw. 15,000 tons, twin screw.
Also 11,000 tons, China, 10,000 tons, and 9,000 tons.

SOME FEATURES OF SERVICE.
Electric Fans, Swimming Tank, Orchestra, Amusements, Wireless, Telegraphy, Submarine Signal Service and Bilge Keels.
Cuisine under personal supervision of Mr. V. Moroni, one of the World's most famous caterers.

THE COST by this route to London with its unparalleled opportunities is £71.10 for a return ticket £120. To San Francisco via Japan and Honolulu the cost is £124. For the INTERMEDIATE SERVICE First Class accommodations are provided for £65 to London (return ticket £120) and to San Francisco £85. SPECIAL RATES for Army and Navy Officers, Diplomats, Clergymen and Civil Servants on application.

INTERMEDIATE STEAMERS.
Passengers holding through tickets have the privilege of travelling by train between Kobe and Yokohama free of charge.

HONGKONG—MANILA SERVICE.
Leave Hongkong. Arrive Manila. Leave Manila. Due Hongkong.

| | | | |
|------------------|------------------|-------------------|-----------------|
| Oct. 14. CHINA | Oct. 15. SIBERIA | Sept. 24. SIBERIA | Sept. 24. CHINA |
| Oct. 21. SIBERIA | Oct. 22. CHINA | Oct. 2. CHINA | Oct. 2. SIBERIA |
| Oct. 28. SIBERIA | Oct. 29. CHINA | Oct. 9. MANCHURIA | Oct. 9. CHINA |

King's Building (opposite Blake Pier). R. C. MORTON, Telephone No. 141, Agent.
Panama-Pacific International Exposition—San Francisco—1915.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE

Operating the THREE TRIPLE SCREW TURBINE steamers.
OHIYO MARU, SHINYO MARU & TENYO MARU.
Speed 21 KNOTS. Displacement 22,000 TONS.
AND TWO TWIN SCREW S.S. NIPPON MARU & HONGKONG MARU INTERMEDIATE STEAMERS.
Speed 18 KNOTS. Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| Steamer | Captain | Date of Sailing |
|---------------|---------------|--------------------------------|
| Shinryo Maru | H. S. Smith | Thursday, 25th Sept., at Noon. |
| Ohiyo Maru | W. W. Green | Friday, 17th Oct., at Noon. |
| Nippon Maru | A. G. Stevens | Wednesday, 26th Nov., at Noon. |
| Tenyo Maru | E. Best | Tuesday, 18th Nov., at Noon. |
| Hongkong Maru | E. Best | Friday, 28th Nov., at Noon. |

The S.S. SHINYO MARU will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on THURSDAY, the 25th Sept., at Noon.

SOUTH AMERICA LINE.

In connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TRHUANTEPEO NATIONAL RAILWAY at SALINA CRUZ.
The only Regular Direct Service to MEXICO, CHILIAN and PERUVIAN PORTS.

ANYO MARU, BUYO MARU & KIYO MARU.
Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLEJO, ARICA, IQUIQUE & VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| Steamer | Tons | Date of Sailing |
|-----------|--------|-------------------------------|
| Buyo Maru | 10,500 | Saturday, 4th Oct., at Noon. |
| Anyo Maru | 13,500 | WEDNESDAY, 3rd DEC., at Noon. |
| Kiyo Maru | 17,200 | THURSDAY, 5th FEB., at Noon. |

ALL STEAMERS are equipped with Japanese Government WIRELESS TELEGRAPH APPARATUS, TELEPHONE and POST OFFICES.
SPECIAL FARES—To OFFICERS of the ARMY and NAVY, members of the CIVIL & CONSULAR SERVICES and to MISSIONARIES.
Through bookings to all important points and AROUND THE WORLD.

For full particulars as to Passage and Freight apply to
S. MORIMOTO, Agent,
KING'S BUILDING (Opposite Blake Pier).

THE EASTERN & AUSTRALIAN
MAIL SERVICE

TO AUSTRALIA, via MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION)

| STEAMERS | ARRIVE HONGKONG FROM AUSTRALIA. | LEAVE HONGKONG FOR AUSTRALIA. |
|----------|---------------------------------|-------------------------------|
| EASTERN | Sept. 30. | Oct. 10th, at 11 a.m. |
| ALDENHAM | Oct. 11. | Oct. 21st, at 11 a.m. |
| EMPIRE | Nov. 1. | Nov. 21st, at 11 a.m. |

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried. For further particulars, apply to
GIBB, LIVINGSTON & CO., Agents.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHER Class, fastest and most luxurious Steamers on the Coast, having splendid accommodations for First-Class Passengers. Electric Light, Hot Water.

FOR SWATOW, AMOY & FOOCHOW
AND RETURN.

(Occupying 8 to 10 Days).

| STEAMSHIP | CAPTAIN | FRIDAY | 2-14 Sept., at 11 a.m. |
|-----------|-----------------------|---------|------------------------|
| HAICHONG | Capt. W. C. Patterson | FRIDAY | 2-14 Sept., at 11 a.m. |
| HAICHONG | Capt. A. E. Hopkins | TUESDAY | 5th Sept., at 11 a.m. |
| HAICHONG | Capt. J. S. Kitchin | FRIDAY | 8th Oct., at 11 a.m. |

FOR SWATOW AND RETURN.
(Occupying 8 Days)

| | | | |
|----------|-------------------|----------|------------------------|
| HAICHONG | Capt. J. W. Evans | THURSDAY | 25th Sept., at 11 a.m. |
| HAICHONG | Capt. J. W. Evans | SUNDAY | 28th Sept., at 11 a.m. |

Steamers will arrive at and depart from the Company's Wharf near Blake Pier.

For Freight and Passage, apply to
DOUGLAS, LAPELLE & CO., Agents.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

| FOR | STEAMERS | TO SAIL |
|---|----------|---------------------|
| TSINGTAO, WEIHAIWEI, CHEFOO & TIENTSIN. | CHICHOW | Sept. 26, at Noon. |
| NINGPO, SHANGHAI & NEWCHANG | SHANGHAI | Sept. 27, Daylight. |
| SHANGHAI | YINGCHOW | Sept. 27, Midnight. |
| CHINWANGTAO | KAITUNG | Sept. 28, at 9 a.m. |
| MANILA, CEBU & HONOLULU | CHANG | Sept. 29, at 4 p.m. |
| SHANGHAI | CHANG | Sept. 29, at 4 p.m. |

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTIAN' and S.S. 'SANUL'

MANILA LINE. Twin Screw Steamers 'Chichow', 'Taming', & 'Tean'. Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, at 'Taming' and 'Tean'.

SHANGHAI LINE. The Twin Steamers 'Anhui', 'Chenan', 'Linan', and the S.S. 'Luchow', having excellent accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers handle passengers in Shanghai, avoiding the inconveniences of transshipment at Woosung.

REDUCED FARES: Single \$45 Return \$75.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, AGENTS.
Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

| FOR | STEAMERS | TO SAIL |
|------------------------------|-----------|-------------------------------|
| SHANGHAI, KOBE & MOJI | YAMASAKI | FRIDAY, Sept. 26, at Noon. |
| MANILA | LOONGSANG | SATURDAY, Sept. 27, at 2 p.m. |
| SINGAPORE, PENANG & CALCUTTA | POOKSANG | TUESDAY, Sept. 30, at 2 p.m. |
| CHINWANTAO | HOPSIANG | TUESDAY, Sept. 30, at Noon. |
| MANILA | YUENSANG | SATURDAY, Oct. 4, at 2 p.m. |
| SINGAPORE, PENANG & CALCUTTA | LAISANG | SATURDAY, Oct. 4, at 2 p.m. |

RETURN TOURS TO JAPAN. (Occupying 24 days).

THE steamers Kuching, Namong & Pookang leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Latong, Kimsong, Leat, Yaching and Suising leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified Surgeon is also carried.

* Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei & Tsingtau.

Taking Cargo on through Bills of Lading to Kudat, Lahad Dato, Singapore, Swatow, Usman, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Telephone No. 215.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN
YOKOHAMA, KOBE, HONGKONG & RANGOON.

EASTWARD

The S.S. FULTALA, 4154 tons gross, Capt. Chidly, will be despatched for Yokohama, Kobe and Moji on the 4th October at 4 p.m., taking cargo and passengers at current rates.

For Freight & Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWARDS.

For

| STEAMERS | Date of Departure |
|------------------|--------------------------|
| LONDON & ANTWERP | 20th October. |
| LONDON & ANTWERP | DEN OF RUTHVEN 10th Nov. |
| LONDON & ANTWERP | DENBIGHSHIRE 20th Nov. |

TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND.....DEN OF AIBLIE.....14th November.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND.....MONMOUTHSHIRE.....15th December.

For freight and further particulars, apply to
JARDINE, MATHESON & Co., Ltd.,
AGENTS.
Telephone No. 215 Sub Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

APOAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, HONGKONG, SHANGHAI
AND JAPAN PORTS.

EASTWARD.

S.S. JAPAN, 6013 tons, Capt. Seddon, will be despatched for KOBE and MOJI on 26th September.

WESTWARD

S.S. DILWANA, 5378 tons, Capt. Ramage, will be despatched for SINGAPORE, PENANG & CALCUTTA on 26th September.

S.S. JELUNGA, 5166 tons, Captain Sullivan, will be despatched as above on 15th October.

The above Steamers have excellent accommodation for passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.

For Freight or Passage, apply to
DAVID BARBOON & CO., LTD.,
AGENTS.

SHIPPING

STEAM FOR



STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH
AND LONDON.

Through Bills of Lading issued for BATA,
VIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH
AFRICAN PORTS.

THE Steamship ASSAYE, Captain G. J. CONWELL, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 27th Sept., at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Mails from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, and Tea and Cargo for France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles & London; other cargo for London, etc., will be conveyed via Bombay in the Persia due in London on the 8th Nov., 1913.

Parcels will be received at this office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWITT, Superintendent.
Hongkong, August 30, 1913.

NORDEUTSCHER LLOYD,
BREITEN.

NOTICE.

FOR JESSELTON, KUDAT & SANDAKAN.

Taking Cargo at Through Rates to TAWAU, LAHAD DATU, LABUAN, JOLO & MENADO.

THE Steamship BORNEO, Captain J. KOCKER, (Loading on SATURDAY a.m.) will leave on SUNDAY, the 28th inst., at 9 a.m.

For Freight or Passage, apply to
NORDEUTSCHER LLOYD, MEIJOERS & CO., General Agents.
Hongkong, Sept. 23, 1913. 1149

THE AMERICAN AND ORIENTAL
LINE.

FOR BOSTON AND NEW YORK
via SUEZ CANAL.

(With Liberty to call at the Malabar Coast).

THE Steamship AFRICAN PRINCE, Captain WHALLEY, will be despatched above on MONDAY, 29th September. For Freight and Passage, apply to
ARNHOLD, HARBURG & CO., General Agents.
Hongkong, Sept. 9, 1913. 1099

THE LONDON DIRECTORY.

(PUBLISHED ANNUALLY)

ENABLES traders throughout the World to communicate direct with English MANUFACTURERS & DEALERS.

In each class of goods. Besides being a complete commercial guide to London and its suburbs, the directory contains lists of EXPORT MERCHANTS with the Goods they ship, and the Colonies and Foreign Markets they supply.

STAMPSHIP LINES

Arranged under the Ports to which they sail and indicating the approximate Sailings.

PROVINCIAL TRADE NOTICES

of leading Manufacturers, Merchants, etc., in the principal provincial towns and industrial centres of the United Kingdom.

A copy of the current edition will be forwarded, freight paid, on receipt of Postal Order for 30s.

Dealers seeking Agencies can advertise their trade cards for 2s, or larger advertisements from 2s.

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THE FIRST CHINESE NEWSPAPER

ISSUED UNDER

PURELY NATIVE DIRECTION.

The Chinese Mail

THE LEADING CHINESE JOURNAL AND

CONCERNING JOURNAL.

SHIPPING **PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY**

HOMEWARD PASSENGER SEASON, 1914.
PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| Connecting Steamer | Leave | Leave | Connecting Steamer | Due at | Due at |
|--------------------|---------|----------|--------------------|------------|---------|
| Yokohama | Colombo | Hongkong | London | Marseilles | London |
| Jan. 8 | Jan. 10 | Jan. 12 | Jan. 14 | Jan. 16 | Jan. 18 |
| Jan. 22 | Jan. 24 | Jan. 26 | Jan. 28 | Jan. 30 | Jan. 31 |
| Feb. 5 | Feb. 7 | Feb. 9 | Feb. 11 | Feb. 13 | Feb. 15 |
| Feb. 19 | Feb. 21 | Feb. 23 | Feb. 25 | Feb. 27 | Feb. 29 |
| Mar. 5 | Mar. 7 | Mar. 9 | Mar. 11 | Mar. 13 | Mar. 15 |
| Mar. 19 | Mar. 21 | Mar. 23 | Mar. 25 | Mar. 27 | Mar. 29 |
| Apr. 2 | Apr. 4 | Apr. 6 | Apr. 8 | Apr. 10 | Apr. 12 |
| Apr. 16 | Apr. 18 | Apr. 20 | Apr. 22 | Apr. 24 | Apr. 26 |
| Apr. 30 | May 2 | May 4 | May 6 | May 8 | May 10 |

Passenger change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of booking.

FARES TO LONDON AND MARSEILLES
The Fares to London and Marseilles are as follows:-

| 1st SALOON | 2nd SALOON | Accommodation | SINGLE | RETURN |
|------------|------------|---------------|--------|--------|
| £27. | £13. | £4. | £27. | £42. |
| £27. | £13. | £4. | £27. | £42. |
| £27. | £13. | £4. | £27. | £42. |

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS
WILL LEAVE FOR

LONDON,

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

| STEAMER | Leave | Leave | Leave | Leave | Leave | Leave | Leave |
|----------|----------|----------|---------|------------|---------|---------|---------|
| Yokohama | Shanghai | Hongkong | Swatow | Marseilles | London | London | London |
| Jan. 8 | Jan. 10 | Jan. 12 | Jan. 14 | Jan. 16 | Jan. 18 | Jan. 20 | Jan. 22 |
| Jan. 22 | Jan. 24 | Jan. 26 | Jan. 28 | Jan. 30 | Jan. 31 | Feb. 2 | Feb. 4 |
| Feb. 5 | Feb. 7 | Feb. 9 | Feb. 11 | Feb. 13 | Feb. 15 | Feb. 17 | Feb. 19 |
| Feb. 19 | Feb. 21 | Feb. 23 | Feb. 25 | Feb. 27 | Feb. 29 | Mar. 1 | Mar. 3 |
| Mar. 5 | Mar. 7 | Mar. 9 | Mar. 11 | Mar. 13 | Mar. 15 | Mar. 17 | Mar. 19 |
| Mar. 19 | Mar. 21 | Mar. 23 | Mar. 25 | Mar. 27 | Mar. 29 | Mar. 31 | Apr. 2 |
| Apr. 2 | Apr. 4 | Apr. 6 | Apr. 8 | Apr. 10 | Apr. 12 | Apr. 14 | Apr. 16 |
| Apr. 16 | Apr. 18 | Apr. 20 | Apr. 22 | Apr. 24 | Apr. 26 | Apr. 28 | Apr. 30 |
| Apr. 30 | May 2 | May 4 | May 6 | May 8 | May 10 | May 12 | May 14 |

These Steamers call also at PORT SWETTENHAM, PENANG, and COLOMBO.
FARES TO LONDON
1st SALOON £20 SINGLE £25 RETURN
2nd SALOON £10 SINGLE £12 RETURN

FARES TO MARSEILLES
1st SALOON £24 SINGLE £29 RETURN
2nd SALOON £12 SINGLE £15 RETURN

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%
For further particulars apply to

E. A. HEWETT,
Superintendent.

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINES.

| FOR | STEAMERS | Tons | To Sail. |
|---|----------|--|----------|
| NAPLES, GENOA, ALGIER, PRINZ LUDWIG, GIBRALTAR, SOUTHAMPTON, CAPT. F. Binzer, TON, ANTWERP & BREMEN | (18,300) | WEDNESDAY, 1st Oct. at 10 a.m. | |
| SHANGHAI, NAGASAKI, DERFFLINGER, KOBÉ & YOKOHAMA... CAPT. F. Prisch. | (17,000) | About WEDNESDAY, 1st Oct. | |
| MANILA, YAP, MARONNI, COBLER, L. KUGLIS, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE | (8,750) | SATURDAY, 4th October, at 9 a.m. | |
| KOBÉ PRINZ SIGISMUND, CAPT. A. Hurtzig. | (6,000) | About TUESDAY, 14th Oct. | |
| JESSELTON, KUDAT and BORNEO, SANDAKAN, CAPT. J. Koehler. | (6,000) | End of September. | |

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Teletype.
For further Particulars apply to

Norddeutscher Lloyd
MELOERS & CO.,
General Agents, Hongkong & China.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES,
via SUBARU, BREMEN & HAMBURG, & TO NEW YORK
AND FROM MANILA, HONGKONG & JAPAN TO VANCOUVER (B.C.)
AND PORTLAND (OR.)

TAKING Cargo at through Rates to all European, North Continental and British Ports, also to Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

| Outward | Homeward |
|---|--|
| For Shanghai, Kobe & Yokohama S.S. ALBENGA, 20th Sept. S.S. O. FERD. LAEISZ, 30th Sept. S.S. ARABIA, 10th Oct. S.S. SAMBIA, 12th Oct. S.S. SERGOVIA, 21st Oct. S.S. ANDALUSIA, 28th Oct. S.S. ISTRIA, 28th Nov. S.S. ALTMARK, 13th Nov. S.S. SITHICIA, 20th Nov. | For Vancouver, Seattle and/or Tacoma & Portland (Or.) S.S. O. FERD. LAEISZ, 30th Sept. For Havre & Hamburg S.S. SERNEGAMBIA, 30th Sept. For Marseilles, Bremen & Hamburg S.S. SPEZIA, 30th Sept. For Marseilles, Havre & Hamburg S.S. HOFER, 9th Oct. |

For further Particulars, apply to
HAMBURG-AMERIKA LINIE, Hongkong Office.

SHIPPING **AUSTRIAN LLOYD.**

Under Mail Contract with the Austrian Government
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
Via Straits, Colombo, Aden, Suez, Port Said.
S.S. KOEHLER, 9900 tons, will leave as above on 13th October, at 4 p.m.
Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside cabins. Doctor
Stewardess, Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice), 1st Class £50, 2nd £34, 3rd £19.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE).
Via Straits, Colombo, Bombay, Karachi, Aden, Suez, Port Said.
S.S. AUSTRIA, 14000 tons, will leave as above about 1st October.
These Steamers, of large tonnage are fitted with comfortable one class accommodation for 1st class passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice) £45.

RAILWAY FARES Triest-London.
Via Venice, Milan, St. Gothard, Locarno, Bern, Zurich, Basel, Cologne, Frankfurt, Leipzig, Berlin, Hamburg, London.
Via Venice, Milan, St. Gothard, Locarno, Bern, Zurich, Basel, Cologne, Frankfurt, Leipzig, Berlin, Hamburg, London.
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £21, II £14.
Via Munich, Cologne, Frankfurt, Class I £21, II £14.

TO SHANGHAI:
S.S. KOEHLER, 9900 tons, will leave as above 1st Oct. at 8 a.m.
FARES: Hongkong-Shanghai, 1st Cl. £24, 2nd £14, 3rd £8.

TO KOBE, via SHANGHAI, YOKOHAMA.
S.S. PERSIA, 12,500 tons, will leave as above about September 27.
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea and Danube, also North and South America.
SANDER, WIELER & CO., Agents, Prince's Building.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.
THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY CO.
Connecting at TACOMA & SEATTLE with
THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route
from the Pacific Coast to CHICAGO.
Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the Principal Ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA via JAPAN PORTS.
Steamers Captains Leave
'SEATTLE MARU' T. Saito, Thursday, 2nd Oct. at 1 p.m.
'MEXICO MARU' N. Kobayashi, Wednesday, 15th Oct. at 1 p.m.
'CHICAGO MARU' S. Nemoto, Thursday, 30th Oct. at 1 p.m.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA
SHIMIZU & YOKOHAMA.
Calling at KEELUNG, MOI, KOBÉ, YOKOHAMA, SHIMIZU & YOKOHAMA.

These Newly Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin passengers carried at low rates. Best adapted for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

JAPAN-BOMBAY LINE.
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'INDO MARU' K. Komiya, Thursday, 23rd Oct. at 4 p.m.
For MOI, KOBÉ & YOKOHAMA
Steamer Captains Leaving
'INDO MARU' K. Komiya, Saturday, 27th Sept. p.m.
'LUZON MARU' H. Yamamoto, Thursday, 30th Oct. p.m.

CHINA AND FORMOSA LINE.
For TAMSUI via SWATOW & AMOY.
Steamers Captains Leaving
'DAIJIN MARU' S. Minakami, Sunday, 6th Oct. at Noon.
'DAIGI MARU' S. Tokushige, Wednesday, 1st Oct. at Noon.
For FOOSHOW via SWATOW AND AMOY.
Steamer Captains Leaving
'KAIJO MARU' Y. Yamamoto, Thursday, 1st Oct. at 8 a.m.
For ANPING & TAKAO via SWATOW & AMOY.
Steamer Captains Leaving
'SOSHU MARU' K. Komiya, Wednesday, 1st Oct. at 8 a.m.

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| Steamship | Tons | Captain | For | Sailing Date |
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